Ministry by the Ministry of Surface Transport within three months.

(xii) The Ministry of Surface Transport and Bombay Port Trust must take action to gradually make the land of Bombay Port, which is not required for operational purposes of the Port, available for greening and recreation. A time frame and an action programme in this regard should be forwarded to this Ministry by the Ministry of Surface Transport within six months.

< ⁱii) The NSPT must draw up a Disas-te anagement Plan and get it approved by the nodal department of the State Government and forward it to this Ministry for approval.

(jriv) There must not be any cutting of trees in any area of the NSPT.

(xv) The operation of the berth of the NSPT which falls within 200 metres of the protected zone of the Elephanta Caves should be controlled with adequate safeguards so that there is no damage to the Elephanta Caves.

(xvi) Adequate measures for protection of Elephanta Caves, particularly from S02 emissions from the vessels funnels and from vibrations must be taken. Regular monitoring in the Elephanta Caves must be done for this purpose at the cost of the NSPT.

(xvii) An Environmental Division must be set up in the NSPT which will consist of one Environmental Manager, two Environmental Engineers, two Forest Officers, four Laboratory Assistants and 13 Forest Guards. An Environmental Laboratory for water, air and solid waste monitoring must be set up with adequate equipment and qualified staff. The approximate capital cost for the Laboratory which will be Rs. SO lakhs must be provided in the Project cost. The annual recurring cost for the Laboratory and the Environmental Division must be provided for in the Annual budgets of the Port.

(xviii) The minimum financial requirements for meeting the above conditions, that is Rs. 8.1 crores besides the annual recurring cost, must be provided for in the Project cost. The annual recurring cost for the different items for environmental protections must be provided for in each year's Annual budget of the Port,

Discussions with China on smuggling of AK-47-rifles

.1439. SHRI MOHINDER SINGH LATHER: Will the Minister of EXTERNAL AFFAIRS be pleased to state:

(a) whether the matter regarding smuggling/sale of Chinese AK-47 rifles and their falling into the hands of the Punjab extremists was taken up with the Chinese Government during the recent visit of Prime Minister to that country; and

(b) if so, what has been the outcome thereof?,

THE MINISTER OF STATE IN THE MINISTRY OF EXTERNAL AFFAIRS (SHRI K. NATWAR SINGH): (a) and (b) No, Sir.

The Chinese Government have stated that reports of assistance by China to terrorists in the Punjab were "surely a false rumour and not worth refuting."

Government have taken note of the above statement.

Manmad-Aurangabad railway broadgaugation

1440. SHRI PRAMOD MAHAJAN: Will the Minister of RAILWAYS be pleased to state:

(a) whether the Maharashtra Government has requested for permission to float debentures/bonds for Manmad-Aurangabad Railway broadgaugation; and

(b) if so, what action Government have taken thereon?

THE MINISTER OF STATE OF THE MINISTRY OF RAILWAYS (SHRI MADHAVRAO SCINDIA): (a) Yes, Sir.

(b) Planning Commission and the Ministry of Finance have been requested to consider the proposal and advise in the matter

Unremunerative railway lines

1441. SHRI PRAMOD MAHAJAN: Will the Minister of RAILWAYS be pleased to state:

(a) what are the details of unremunerative Broadgauge, Metergauge and Narrowgauge rail lines in the country;

(b) what is the total loss incurred on each of these lines; and

(c) what steps the Railways propose to take in this regard, giving details about each line, separately?

THE MINISTER OF STATE OF THE MINISTRY • OF RAILWAYS (SHRI MADHAVRAO SCINDIA): (a) and (b) There were 145 unremunerative Branch Lines in India during 1987-88. The details of these Lines and the loss suffered during 1987-88 are given below:

Gauge	Nos.	Amount of Loss
Broadgauge	31	Rs. 17.17 crores
Metregauge	77	Rs. 47.71 ,crores
Narrowgauge	37	Rs. 36.64 crores
		Rs. 101.52 crores

(c) Out of these, 7 unremunerative branch lines have been closed. Train services have been jwthdrawn on 11 lines. Various steps such as replacement of passenger trains by Mixed trains, introduction of 'One Engine Only' system, economy in staff, curbing ticketless travel, closure of stations/or converting them into contractor operated halts, etc. have been taken to reduce the losses.

Passengers travelling in Bombay suburban railway

1442. SHRI PRAMOD MAHAJAN: Will the Minister of RAILWAYS be pleased to state:

(a) what is the total number of passengers who had travelled in Bombay suburban railway during the last three years on Western Railway and Central Railway year-wise and Railway-wise; and

(b) whai is the total number of local trains running in Bombay during the same period, year-wise and Railway-wise, separatelv?

THE MINISTER OF STATE OF THE MINISTRY OF RAILWAYS (SHRI MADHAVRAO SCINDIA)

(a) Number of passengers travelled in ban suburtrains.

	(Figures in Thousands)		
	1985-86	1986-87	1987-88
Central Railway	685,555	718,439	773,776
Western Railway	698,214	735,867	763,238
TOTAL:	1,383,769	1,454,306	1,537,014

(b) Total number of suburban trams run.

	(In units)		
Central Railway	315,690	328,677	331,935
Western Railway	310,741	321,239	339,708
TOTAL:	626,431	649,916	671,643